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## LIKELIKE ASHORE

Goes on the Rocks Near Honoipo, Hawaii.

### ONLY MEAGER ACCOUNT RECEIVED

Schooner Ka Moi Brought News Last Night.

Cause of Disaster Not Known. Kilauea Hou Saves Cargo. No One Lost.

The Wilder Steamship Company's steamer Likelike is a complete wreck near Honoipo, a place about five miles away from Mahukona. This news was brought down by the schooner Ka Moi, from Hawaii last night, and caused no end of talk in town, as the report received by that vessel from Mahukona, and while at Koholalele loading sugar for this port, was very meager in the matter of details. The captain of the schooner reports as follows:

"At 10 o'clock on Saturday morning we received news from Mahukona to the effect that the Likelike had gone ashore near Honoipo, just off R. R. Hind's place. We learned nothing in regard to the manner in which she went on the rocks. She was going to pieces rapidly, and the Kilauea Hou had gone over from Kulaia to 'take the freight out of her.'"

The Likelike started from this port shortly after 5 p. m. Thursday, in command of Captain Sachs, formerly her first officer. Harry Swinton took the mate's place. On account of the trouble between Captain Fitzgerald and the crew of the Helene, it became necessary to transfer Captain Freeman and the crew of the Likelike to that vessel. A new crew was picked out for the Likelike.

She was built by Dickey Bros., of San Francisco, and was brought to Honolulu in August of 1877 by Captain Marchant, when she was immediately put on the Hawaii route.

The Likelike was the first large steamer that ever ran between the islands, and she did a great deal of work for the Wilder Steamship Company.

Later on, the Likelike was commanded by Captain Shepherd, and two years after her arrival, by Captain King, who held her for five years. Since that time she has been in the hands of various captains.

But the Likelike did not confine her trips to Hawaii. The Advertiser of September 29th says:

"The attention of the business and traveling public is called to the change of route in the Likelike's time-table for October 2, 1879. She will not go to windward on that date, but will make the circuit of Kauai, touching first at Nawiliwili, giving an opportunity to all wishing to view the scenery of that beautiful island."

The Likelike, it is understood, is fully insured, but the loss to the company will be heavy on account of the demand for vessels at this time. The sugar season is on in all its glory, and, even now, there are not enough steamers to do the work. It is very fortunate that the Helene is here.

It is understood by the reports received on the Ka Moi last night that there was absolutely no chance for the saving of the Likelike. If this is so, and the usefulness of the old steamer is at an end, the Wilder people will very probably send for a new steamer to take her place.

### PASTOR INSTALLED.

Rev. E. S. Timoteo at Kaumakapili Church.

Rev. E. S. Timoteo was installed pastor of Kaumakapili Church yesterday morning. Rev. J. Kekahuna, of Waianae, preached the sermon. Rev. J. M. Ezera, of Ewa, gave the charge to the pastor. Rev. O. H. Gulick made an address to the congregation, and Rev. Dr. Hyde, the installing prayer.

The new pastor enters into his duties with hopeful prospects of a successful pastorate. He has succeeded in securing money enough to pay off the arrears of debt that had accumulated, principally through dilatoriness in paying the salary of the former pastor. Rev. Mr. Timoteo is hopeful of

securing funds for needed repairs and alterations on the church building. The Kaumakapili people have been aided by generous donations. Among others may be mentioned \$200 from Hon. Paul Isenberg and \$100 from Hon. Wm. G. Irwin.

### Kauai News Notes.

In a letter from Lihue, Kauai, received on the W. G. Hall Sunday, and dated April 24th, are contained the following items of interest:

At the coroner's inquest, held here on last Monday, a verdict of justifiable death was rendered in the case of the Chinaman, who was killed in the recent riot.

Makaweli plantation had a little Chinese riot on last Wednesday. A policeman, who was sent there to arrest a Chinaman for an offense, was attacked by about 20 of the latter's countrymen. They were gotten the best of later.

Lihue mill has stopped grinding in order to make the contemplated improvement of a new mill. Work has already begun on this.

Considerable indignation has been expressed here at the reports in the Honolulu papers that the Chinese are worked overtime and that they receive no extra pay therefor. Lihue plantation always pays its laborers extra for working overtime.

Wray Taylor, of the Immigration Department, has been at Makaweli, Koloa, Elele, Lehua, Hanamaulu, Grove Farm and Kealia plantations.

### FROM KAUAI.

Wray Taylor Returns From Tour of Investigation.

Wray Taylor, secretary of the Board of Immigration, returned from Lihue, Kauai, on the W. G. Hall yesterday morning, whither he had been sent by the Government the early part of the week to thoroughly investigate the recent trouble among the Chinese contract laborers on the plantation at that place, which resulted in 15 of them being charged with rioting.

Further than that he had fulfilled his mission, Mr. Taylor declined to speak, as he will make a full report to Captain King, president of the Bureau of Immigration.

Mr. Taylor visited several other plantations, landing first at Makaweli, where he found the mill in full blast, turning out 100 tons of sugar a day. The manager, Mr. Hugh Morrison, and his wife are preparing to leave Makaweli next month for a six-months' tour. Going on to Elele, the ravages of the fire the previous night were seen, about 40 acres of cane being burnt, on the extreme mauka side of the plantation. The origin of the fire is unknown, but it is believed to be incendiary. The burnt cane is being ground as quickly as possible.

At Koloa, Mr. Taylor had lunch at the hospitable home of the manager, Mr. Anton Cropp. Everything seemed to be going along very satisfactorily at this plantation. The McCandless Bros., the renowned well-borers, were found there, and in their first boring, struck water at a depth of 200 feet. They will bore several more wells. Douglas Monsarrat has just finished surveying at Koloa, where he has been a month.

Lihue was finally reached, where Secretary Taylor attended to the important business intrusted to him, and then found time to look into matters connected with the Agricultural Bureau. He put up at the Fair View Hotel, which he describes as a pretty place, cool, and the wants of guests well looked after by Mr. W. H. Rice, Jr., who, by the way, is soon to become a benedict, and is building a new cottage for himself and bride. The telephone system on Kauai is highly spoken of, and that is to be expected, for Superintendent Hogg is a hustler.

On President Dole's birthday Judge Hardy had on exhibition a photo of the President when he was 16 years of age. It is doubtful if the President would recognize himself. Mr. Hofer, book-keeper at Lihue, was thrown from his horse a day or two ago, and is now nursing a sprained ankle. The Living Question Club, of Lihue, gave an afternoon entertainment and tea at Grove Farm on the 23d, which was a pleasant affair and well attended. The return trip was made on the W. G. Hall, and it was rather a rough voyage.

### Not Mr. Wells' Club.

MR. EDITOR:—I notice in a late issue of your paper an article about the lately organized Wailuku Club, in which my name appears as an officer, associated with Dr. Armitage and one Mr. George Hons (a person who formerly ran a "club" in your city). I wish to say I am neither an officer or a member, or in any way connected with the above "club." By correcting your error you will greatly oblige yours truly  
C. B. WELLS.  
Wailuku, Maui, April 22, 1897.

WASHINGTON, April 5.—The Light-house Board, at its meeting today, unanimously elected Winfield S. Schley, United States Navy, as chairman to succeed Admiral Walker, retired. Colonel Gillespie of the Corps of Army Engineers succeeds General Wilson as a member of the board.

## SOME NEW FACTS

Some Former Movements Toward Annexation.

### PART PLAYED BY KAMEHAMEHA

The Whole History of Annexation Reviewed.

Interesting Phases of Attempts to Make Hawaii a Part of United States.

The Los Angeles Times publishes, in a recent issue, an interesting article on annexation movements in Hawaii since 1853. The Times calls some of the incidents which it presents "hitherto unwritten history." The article is as follows:

The proposed annexation of Hawaii is no new thing, at least not to the people of California. In fact, it is merely the revival of an old proposition. In 1853 John T. Wright, known all over the Coast as "Bully" Wright, had three steamboats called the Sea Bird, West Point and S. B. Wheeler. The two former ran to Sacramento and the latter to Vallejo and Benicia when "Heenatown" was the capital of the State, and John Bigler, otherwise called "John Tahoe," was Governor. Bigler was an anti-slavery Democrat, and among his "kitchen cabinet" was an irascible but thoroughly good hearted old gentleman named Garret W. Ryckman. "Uncle Garry" hailed from New York, where he had been a devoted henchman of Silas Wright and William L. Marcy. His son, Captain George Ryckman, commanded the West Point.

The Wright boats were too slow to be anything of a formidable opposition to such boats as the Senator, New World, Antelope and Confidence, any one of which could make fourteen miles an hour under favorable conditions. And hence they were seeking subsidies from the newly formed California Steam Navigation Company, of which Captain James Whitney, Samuel J. Hensley and Marshall Hubbard were the principal incorporators. Hensley finally agreed to pay Wright \$3,000 a month if his three boats were taken out of California waters, supposing he would take them to Oregon or Puget Sound. Wright accepted the offer and sent them to the Sandwich Islands at once. His financial backer was James C. L. Wadsworth, a hardware merchant of San Francisco, who came to the coast as sutler of Stevenson's regiment in 1846. As soon as the steamers got there they were given Hawaiian registers and had native names painted on their paddle boxes. The West Point was lost in 1854 and her machinery was sold at auction. A whaling captain purchased it and took it to Sitka, where it was used in the equipment of a Russian gunboat called the Polikofsky, now running on Puget Sound as a tow-boat. The Wheeler was wrecked near Lahaina a few months later, and as the news had reached there of the recovery of gold in British Columbia, the Sea Bird came back to California alone.

The Wheeler's engine was bought on speculation and shipped to Oregon, where it was purchased by Captain Richard Hoyt and Simeon G. Reed (who died in Pasadena about eighteen months ago), and put into the steamer Eliza Anderson, then the largest boat built west of the Rockies. She is still running on Puget Sound.

### INDUSTRIAL CONDITIONS.

At the period alluded to the social and industrial conditions of the Sandwich Islands were wholly different from what they are now. Honolulu and Lahaina were the winter rendezvous of several hundred whaling vessels engaged in the Arctic oil trade, a business which, though very much shorn of its former proportions, has long since been transferred to San Francisco. From the last of September till the middle of March the streets of Honolulu were crowded with people of every imaginable nationality. The Passamaquoddy Indian of Maine jostled the swarthy Bhotan of India; the pig-eyed Chinaman elbowed up against the angular and awkward New Bedford Yankee, and the Arakanian of South America lit his pipe at the cigarette of the mercurial Frenchman. All was serene. Oil was trumps and they held a full hand.

There was no sugar industry at that

period. What saccharine matter was consumed there came either from China or Batavia. Had there been a sugar industry then, as now, the scheme planned out in San Francisco by the shrewd old "Garry" Ryckman might have been brought about comparatively without anything like a severe struggle. From March till September all was peace and quiet. Occasionally a big clipper would arrive from San Francisco and carry away in her capacious hold the cargoes of five or six whalers (which never exceeded 500 tons register) had brought down from the land of the midnight sun. But beyond that Honolulu was very quiet for seven months.

Influences at Washington were not wanting at that period to aid the plan which old Captain Wright saw must be brought about to perfect his enterprises. One of his trusted friends was James O'Meara, who had previously been assistant editorial writer on John Nugent's Daily Herald in San Francisco. He was the political figurehead in the case, although Ryckman and his coadjutors in San Francisco were nearer to the throne than he. O'Meara is still alive, though broken in health, living at Santa Rosa or thereabouts. Just what his position was nobody but himself knows to this day, but the general belief was that he was paid a handsome salary, and that the money came from parties in Washington who were very close to President Pierce. He could write up the true story, the "inside history" of that affair, and just at this time it would be mighty interesting reading.

### PREPARED FOR ANNEXATION.

Everything was in readiness for the annexation of the Sandwich Islands to the United States on the 1st of January, 1855. The group of islands was to be called the State of Hawaii, and King Kamehameha's son Alexander (who afterwards ascended the throne with the title of Kamehameha IV.) was to be one of the two United States Senators, and the other was to be of American birth. But on the 13th day of December, 1854, just as O'Meara and Wadsworth were ready to leave for Washington, via San Francisco, old Kamehameha III. was taken violently ill and died two days later. The streets of Honolulu were rife with rumors of his having been poisoned, and accusing Prince Alexander of complicity in the plot to remove him. The first part of this story may be true, but the latter portion seems beyond credence.

This knocked the whole thing into "pi," as our typographical friends put it. Alexander convoked the Council of Nobles at once and was proclaimed King, under the title of Kamehameha IV., with a degree of haste that seemed almost indecent. The missionary element, aided by a faction of the nobility that had always viewed Americans with distrust, were the chief organizers in the affair. Annexation passed away like any other nine days' wonder, and the American element soon returned to California. Wadsworth was "out and injured" to the tune of nearly \$100,000 in the whole transaction, as the boats ran at a dead loss for eight months in the year. In 1860 he made a second fortune in the Gould and Curry mine at the Virginia City, but lost it by being too confiding in the friendship of Ralston and Sharon. In 1867 Governor Bartlett appointed him State Insurance Commissioner and at the close of his official term he removed East to reside with relatives. He was, more than any other ten men in the State, living in dead, entitled to be called the father of the Society of California Pioneers. His liberality and public spirit were too much even for the two ample fortunes that once stood to his credit in the banks of San Francisco.

There is no particular bearing of the above narrated circumstances upon the present situation of Hawaiian affairs, but the Times has a large clientele of readers who never heard of the incidents above narrated, and it has, for that reason, given them a matter of hitherto unwritten history.

Some Japanese, in the alleyway back of Chuck Sing's restaurant, Hotel street, had a very hilarious time yesterday afternoon. Sake was used freely until the police were asked to disperse them.



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